



Road Safety 365: A Safety Workshop for Local Governments

Hillary Isebrands, PE

Federal Highway
Administration
Resource Center - Safety
and Design Team

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Road Safety 365: A Summary

- 6 hours of Instruction (8 hours with breaks)
- Interactive Class w/ Discussion
- Typically 30 Class Participants
- Case Studies
- Case Studies w/ Companion Videos

- Train the Trainer Workshops in 2011
- Dan Cady is an Instructor for this course

Course Agenda

Module 1: Course Introduction

Module 2: The Need for Road Safety

Module 3: Road Safety- Myth vs. Reality

Module 4: Reading the Road- How You Can Help Improve Safety in Your
Community

Module 5: Making Roads Safer - A Process for Reducing Crashes

Module 6: Group Activity - Identifying Opportunities for Making Roads
Safer

Module 7: Planning and Paying for Safety

Improvements - How to do More with Less

Module 8: Spreading the Word about Safety

Module 9: Course Wrap Up



- Provide practical guidance on improving road safety that is specifically geared to local/rural road project development processes and day-to-day activities.
- Enable local/rural road agency road owners and practitioners to identify and access appropriate road safety information, and use it effectively.
- Encourage participants to develop a safety mindset.

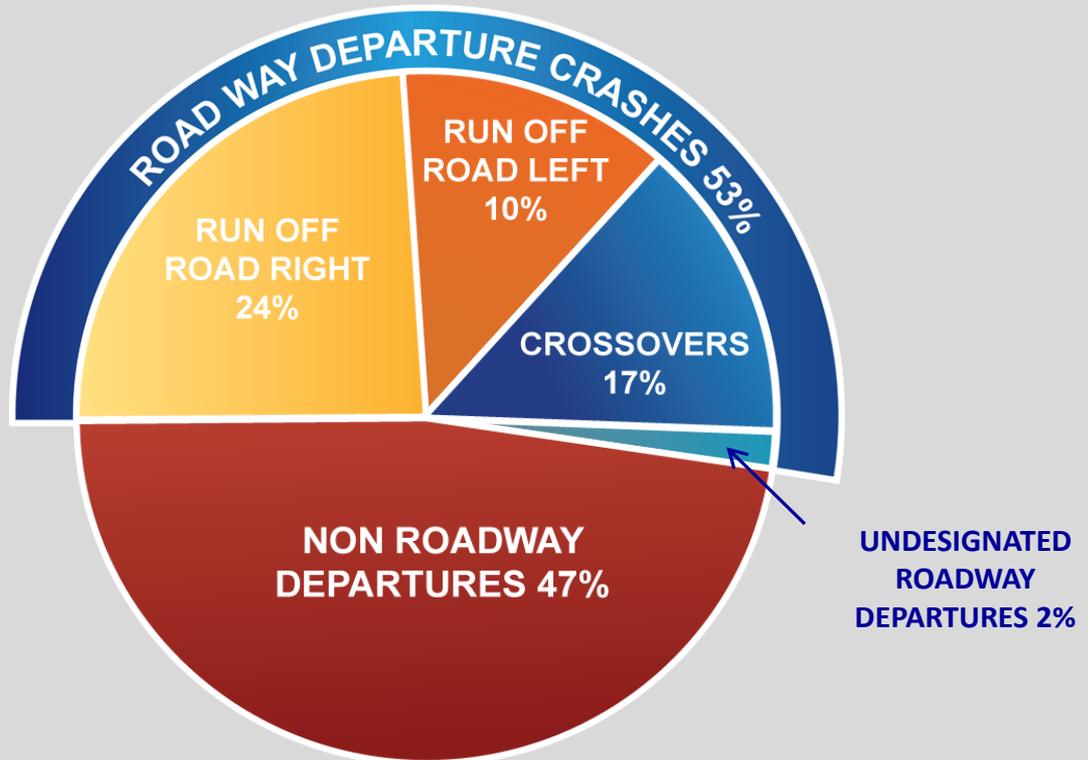
Intersections, Roadway Departure, Pedestrians

“There are approximately 300,000 signalized intersections in the United States. About 1/3 of all intersection fatalities occur at these locations; resulting in roughly 2,300 people killed in a single year. “

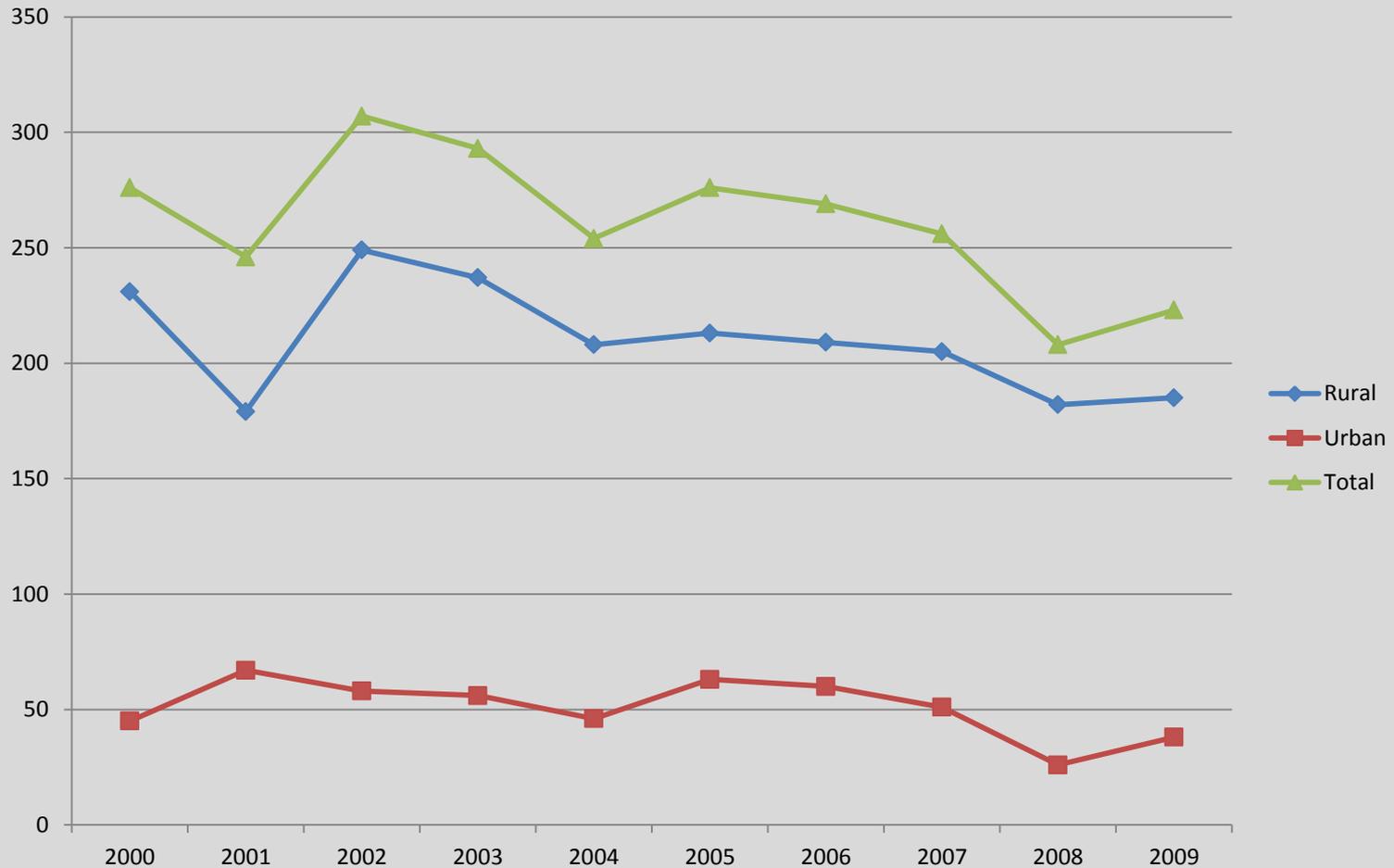
– Roundabouts Fact Sheet

Pedestrian Safety Facts:

- Pedestrians represent over 12% of Highway Fatalities.
- Midblock locations account for over 70% of pedestrian fatalities.
- Over 80% of pedestrian fatalities hit by vehicles traveling at 40 mph or faster will die, while less than 10% die when hit at 20 mph or less.



Nebraska Crash Data 2000-2009



Source: NHTSA

NE Average Fatalities Per Year 2000-2009

10 pedestrian
81 intersection
158 roadway departure

Challenges to Road Safety

Limited...

- Budgets
- Staffing
- Time
- Crash data
- Traffic and road information
- Understanding or awareness of safety issues
- Training

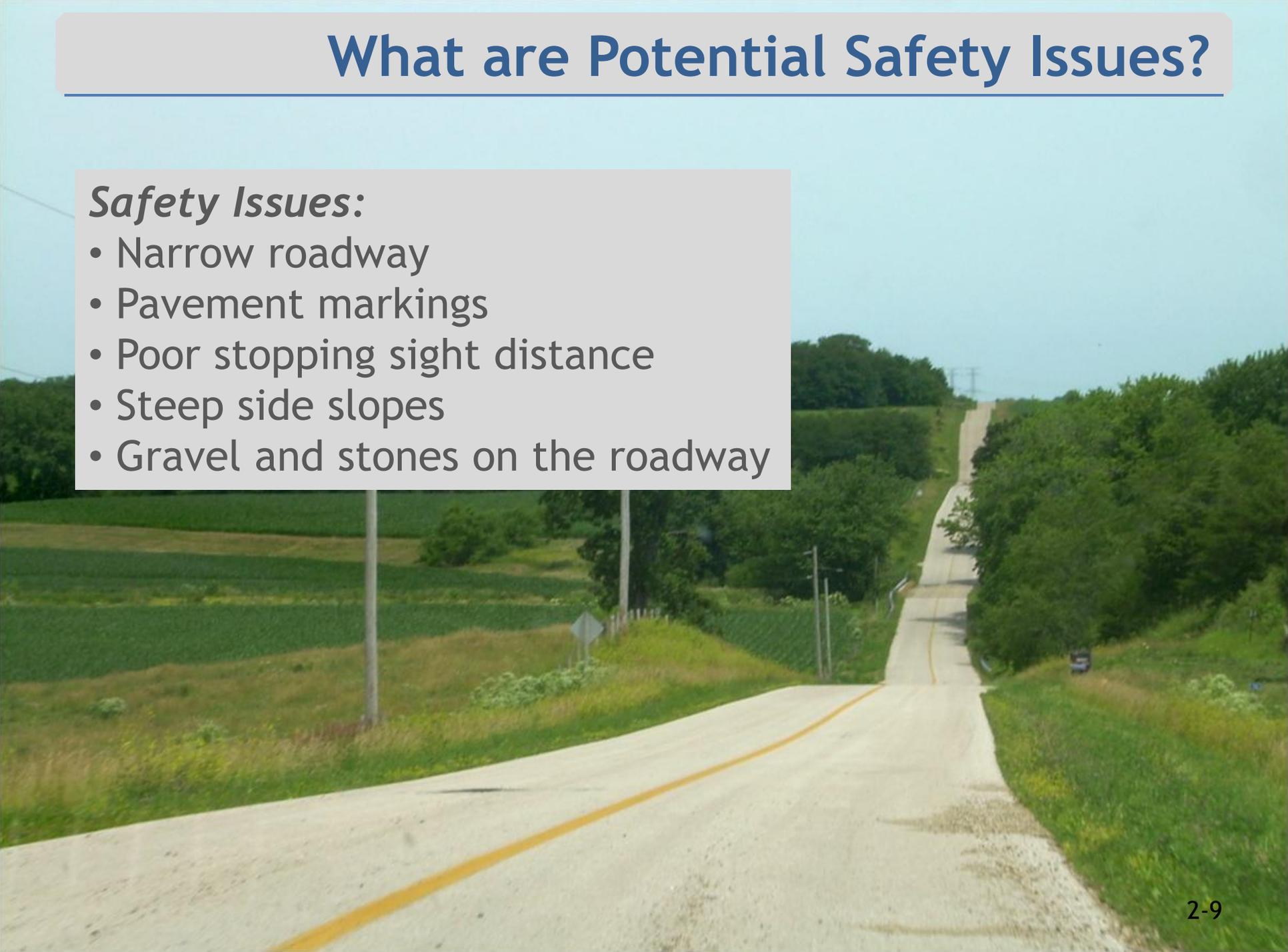
In addition to...

- Lack of coordination between agencies
- Competing priorities
- Multiple Road Users
- Politics
- Staff turnover
- Empowerment
- Myths

What are Potential Safety Issues?

Safety Issues:

- Narrow roadway
- Pavement markings
- Poor stopping sight distance
- Steep side slopes
- Gravel and stones on the roadway



What are Potential Safety Issues?



Safety Issues:

- Water on roadway
- No shoulder/edgeline

What are Potential Safety Issues?



Safety Issues:

- Trees in clear zone
- Limited sight distance
- Lack of signs and delineation

What are Potential Safety Issues?



Safety Issue:

- Pavement edge drop-off

What are Potential Safety Issues?



Safety Issue:

- Deteriorated sign retroreflectivity

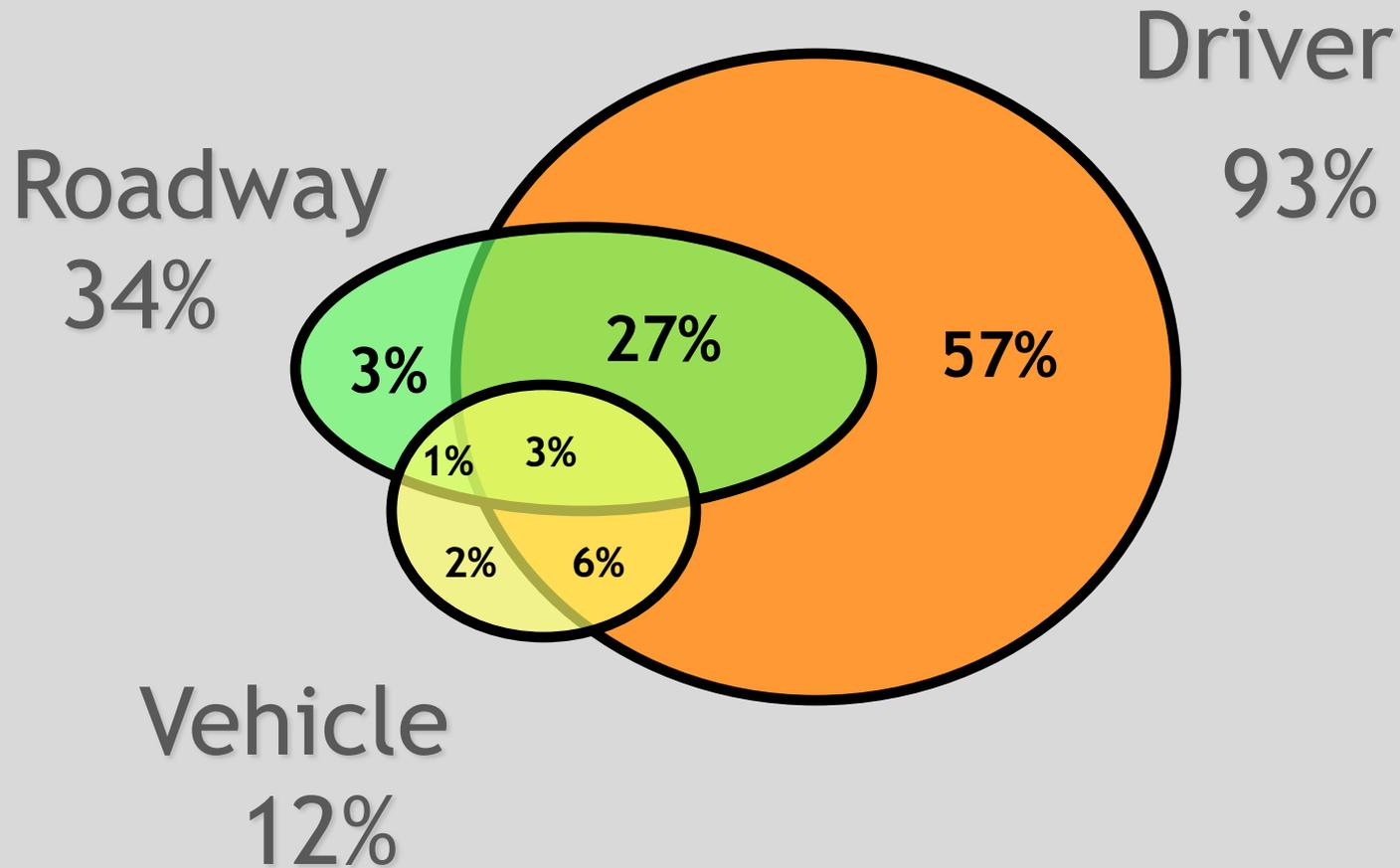
Myth:

Crashes are the driver's fault and there's nothing I can do about it.

Reality:

Crashes have multiple causes (driver, roadway and vehicle)

Crash Causes



Myth:

I can't do safety
because first I
have to repave
(or replace my
signs)

Reality:

Safety can be
incorporated into all
activities

Myth:

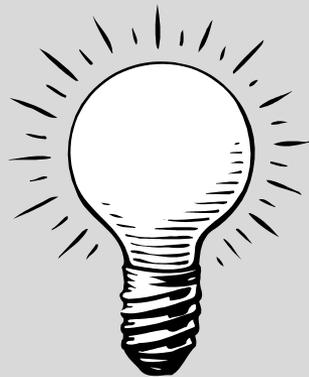
Crash reports are completed by police officers only for insurance companies.

Reality:

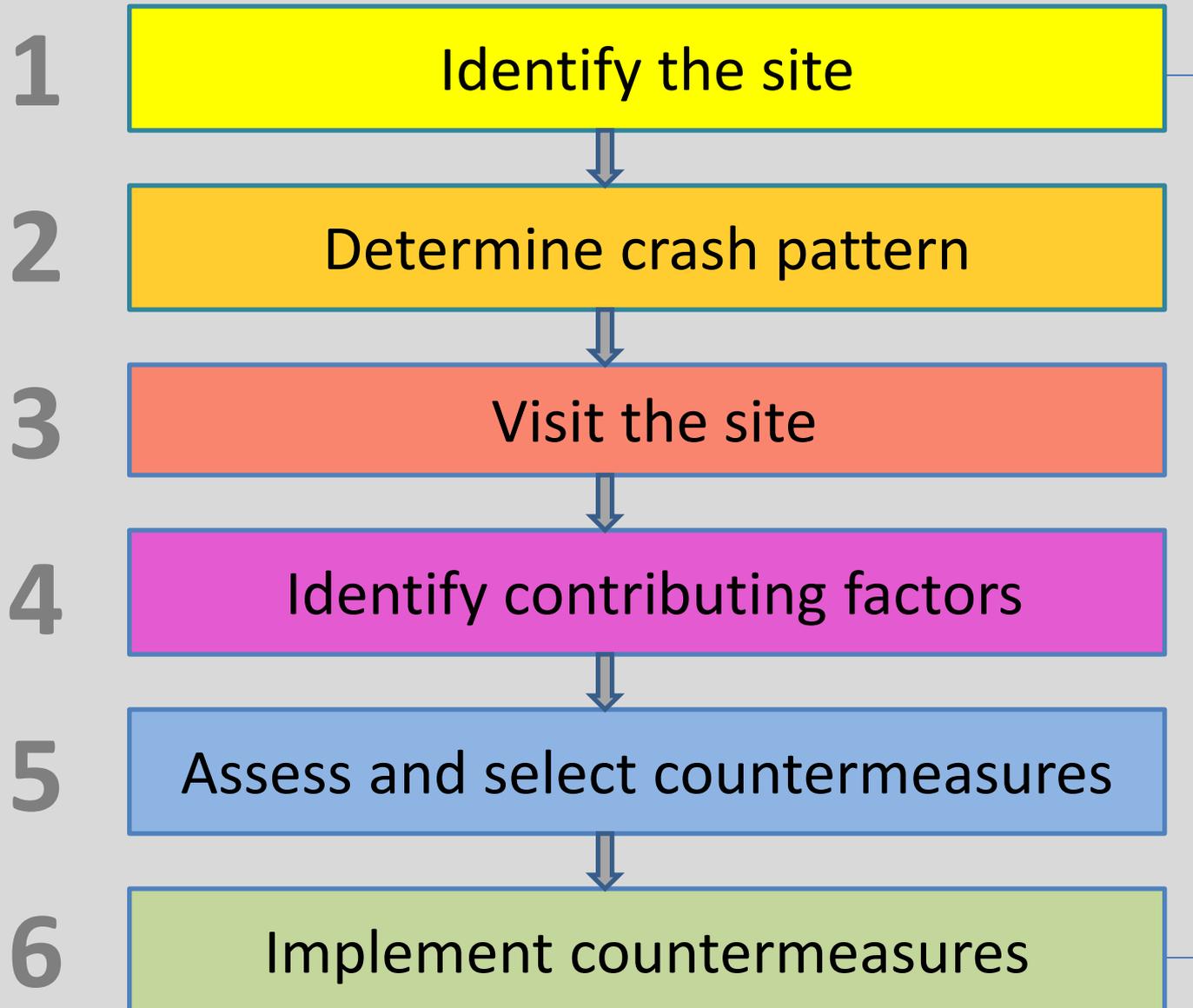
Crash reports are used in making roads safer.

Ways to Overcome Some Challenges

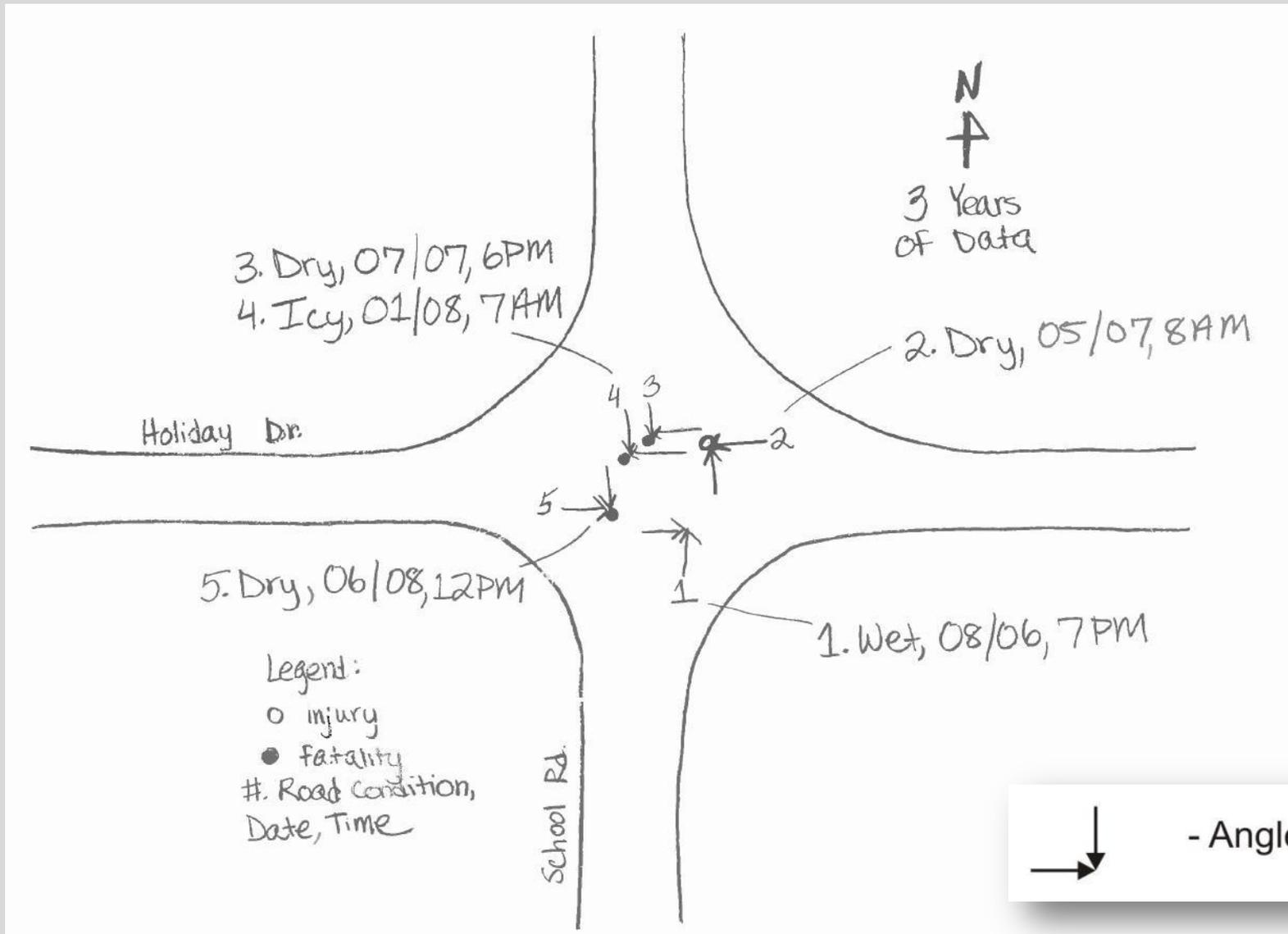
- Develop safety awareness
- Identify what to look for
- Identify simple, low cost ways to improve road safety
- Incorporate safety into the “Big Picture”



Steps in Crash Reduction Process



Create Collision Diagram



Collision Diagram

Road Safety Audit/Assessment (RSA)

RSA = formal safety performance examination of an existing or future road by an independent audit team.



“RSAs are a proven way to review just how safe our local roads are and can be a valuable tool for local government road professionals in making their roads safer.”

Tony Giancola
Former Executive Director, NACE

Select RSA Team



- Independent
- Experienced
- Multi-disciplinary

FHWA Proven Safety Countermeasures

Proven Safety Countermeasures Web Site

Scan the code at right
to go directly to the
Web site!



The **NEW** Proven Safety Countermeasures Web site is now available!

This Web site will be your one-stop shop for information on the **latest** FHWA-recommended set of research-proven safety countermeasures and FHWA **guidance** on countermeasure considerations. The updated list of proven countermeasures was developed based on recent safety research to address **intersection**, **roadway departure**, and **pedestrian** issues wherever they may occur. Many of these countermeasures are low-cost solutions, and FHWA encourages its partners to consider implementing these countermeasures broadly, as appropriate, to reap the benefits of using solutions that are known to save lives.

UPDATED! FHWA-Recommended and Proven Countermeasures:



Roundabouts



"Road Diet"
(Roadway Reconfiguration)



Pedestrian Hybrid Beacon



Medians and Pedestrian
Crossing Islands in Urban and
Suburban Areas



Corridor Access Management



Backplates with Retroreflective
Borders



Longitudinal Rumble Strips and
Stripes On Two-Lane Roads



Safety EdgeSM



Enhanced Delineation and
Friction for Horizontal Curves

LEARN MORE TODAY!

<http://safety.fhwa.dot.gov/provencountermeasures>

Countermeasures to Consider

- Edgelines and delineation
- Rumble strips



<http://safety.fhwa.dot.gov/policy/memo071008/>

Countermeasures to Consider

- Barrier/guardrail



Countermeasures to Consider

- Safety Edges



Source: FHWA

<http://safety.fhwa.dot.gov/policy/memo071008/>

Countermeasures to Consider

- Left-turn lanes



Countermeasures to Consider

- Sidewalks
- Walkways



Countermeasures to Consider

Pedestrian Refuges



Incorporating Safety into Capital Projects

- Identify targeted safety improvements for capital projects
- Not feasible to implement system-wide upgrade program
- Road Safety Audits (RSA) can identify safety issues and low-cost countermeasures



Incorporating Safety into Capital Projects

Install/upgrade traffic control devices:

- Rumble strips
- Delineation
- Pavement markings
- Signs
- Signals



Incorporating Safety into Capital Projects

Improve access management:

- Access consolidation
- Access reconfiguration
- Lighting
- ADA Requirements



Incorporating Safety into New Developments

Consider:

- Access management
- Traffic control improvement
- Additional turn lanes
- Right-in/Right-out
- Roundabouts

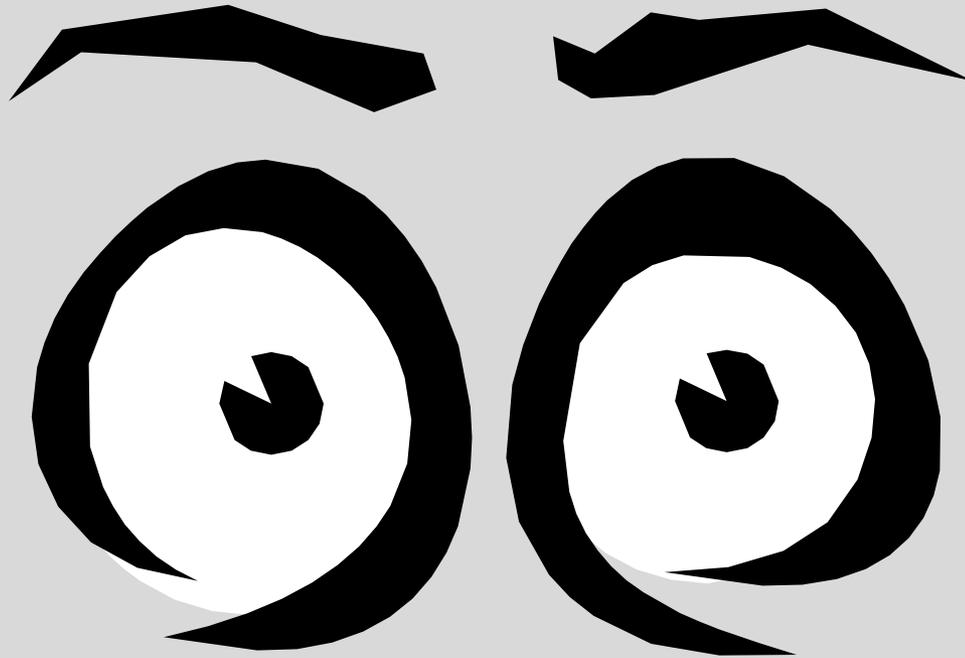


Incorporating Safety into Ongoing Maintenance

Upgrade traffic control devices during maintenance:

- signs
- signals
- pavement markings





“Extra Eyes for Safety”

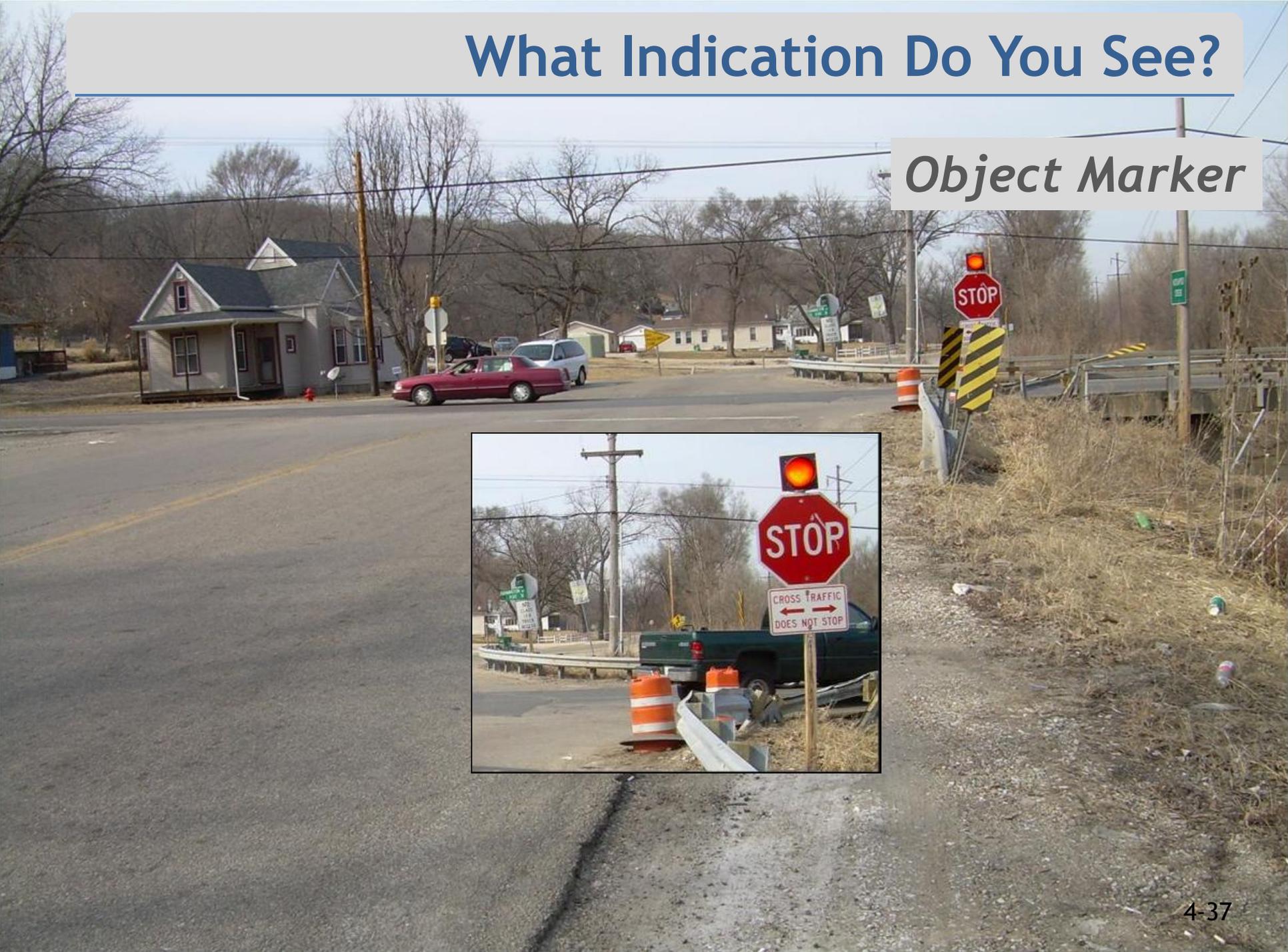
Reading the Road



Looking for indications that road users may be having problems travelling a section of roadway.

What Indication Do You See?

Object Marker



What Indication Do You See?



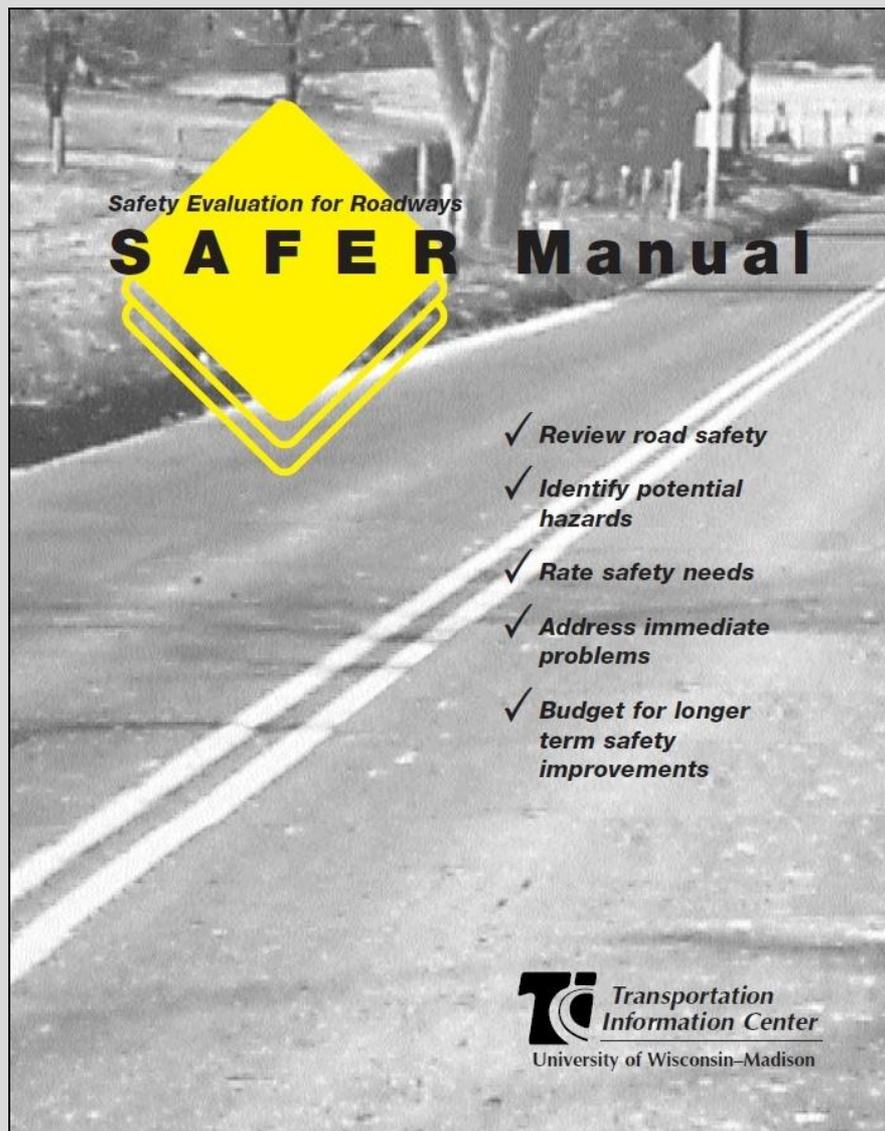
Clear
Creek

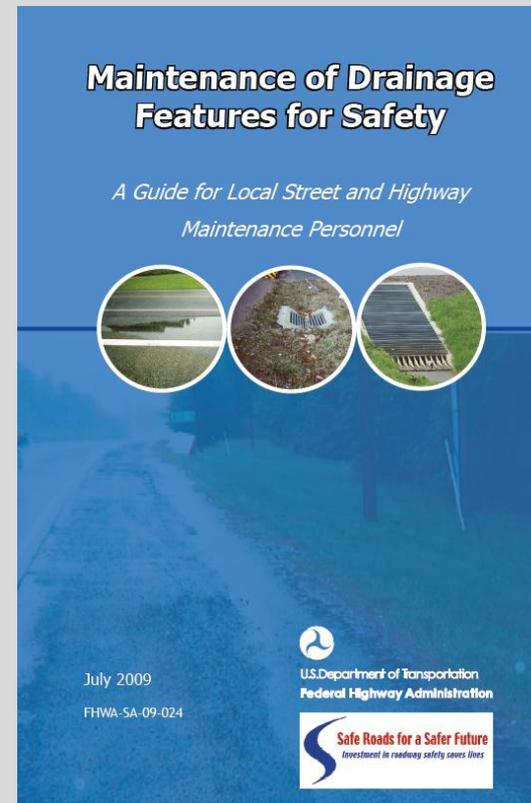
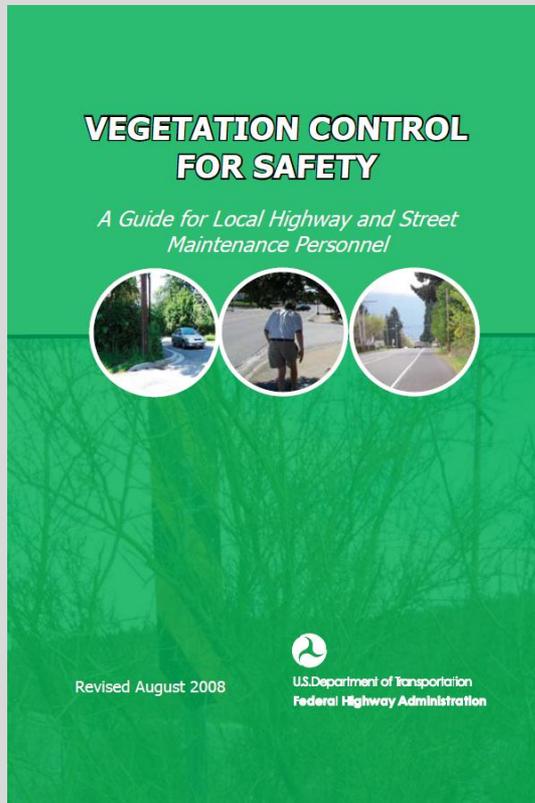
Damaged guardrail



Routine Maintenance

ADOPTING A PROACTIVE ATTITUDE





http://safety.fhwa.dot.gov/local_rural/training/fhwasa07018/

http://safety.fhwa.dot.gov/local_rural/training/fhwasa09024/

- Highway Safety Improvement Program (HSIP)
- High Risk Rural Roads
- STP Funds
- CMAQ
- Transportation Enhancement Fund
- Safe Routes to School
- State Funds
- Local Funds

Visit: safety.fhwa.dot.gov/hsip/



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Questions & Comments

Hillary Isebrands, PE
Hillary.isebrands@dot.gov
720-963-3222